B. L. Winchell of R. I. and A. J. Davidson of Frisco-Mr. Lorce Remains President of the Rock Island Company,

Which Is the Controlling Company Announcement was made yesterday by the Rock Island Company of important changes in the executive management of the Chicago, Rock Island and Pacific Railway Company and the St. Louis and San Francisco, which include the retirement of W. B. Leeds as president of the Rock Island, and B. F. Yoakum as president of the Frisco. B. L. Winchell, who has been vice-president of the Rock Island, in charge of traffic, becomes president of that road on April 5 and at the same time A. J. Davidson becomes president of the Frisco. Mr. Davidson has been general superintendent of the Frisco.

C. H. Warren, who has been first vice-president of the Rock Island for a numpresident of the Rock Island for a number of years, going to that road from the Jersey Central, resigns. As a result of Mr. Warren's resignation, Robert Mather becomes first vice-president of the Rock Island and J. F. Stevens succeeds Mr. Mather as second vice-president. Mr. Mather also becomes first vice-president of the Frisco. L. F. Loree remains president of the Rock Island Company, which is the controlling company.

the controlling company.

B. F. Yoakum, who has long been presi-B. F. Yoakum, who has long been president of the Frisco, is made chairman of the board of directors of that company. It is understood that this change was brought about at Mr. Yoakum's own request, as the many interests of the road in the East keep him in New York city and away from direct contact with the Frisco's operations. Mr. Winchell and Mr. Davidson are both Frisco men who have been with Mr. Yoakum for a great many, years and the changes announced put the operations of the companies of the Rock Island system, excepting the parent company, in Frisco hands.

U. S. STEEL NEWS. Contract With Pittsburg Coal Co. for s Year's Supply.

The United States Steel Corporation, which cancelled last year its coal contract with the Pittsburg Coal Company on account of a refusal by the Pittsburg company to reduce prices, has resumed relations with the company and contracted with it for a year's supply. It is understood that the price this year will run from fifty to sixty ents a ton under last year's figures.

The renewal of the contract is said to

The renewal of the contract is said to have been brought about by H. C. Frick, who is probably the largest stockholder of the Pittsburg Coal Company and of the Union Trust Company of Pittsburg, which is financing the \$25,000,000 bond issue of the Pittsburg Coal Company.

W. B. Dickson, second vice-president of the United States Steel Corporation, sailed for Europe yesterday for an extended stay. It was said that Mr. Dickson's trip had no direct connection with foreign business, although he might take time to look up the export trade possibilities. Mr. Dickson is the pig iron expert of the Steel Corporation.

The steel plate pool, the lake ore association and the steel rail pool are all scheduled to hold meetings in this city next week. The meetings of the plate pool and rail pool are expected to be routine and to involve only a reaffirmation of present prices, but the countert in land of the reserver. volve only a reaffirmation of present prices, but a contest is looked for in the ore associa-

TO QUESTION HAWLEY TO-DAY. Sully's Creditors Waiting to Find Out What the Assets Are.

Interest in the affairs of Daniel J. Sully & Co; centred yesterday in the examination Edwin Hawley and Frank Ray, which is to go on to-day at 11 o'clock in the United States Court.

on hand. Their testimony as to their connection with the Sully cotton pools is a waited with interest in the downtown district. with interest in the downtown district.

There was a report yesterday that Mr. Sully had been induced by a number of his friends to reenter the cotton market privately and that he had been a large buyer of May at 14.50 and up and of July from 14.75 on. Brokers who have dealt with

Both Mr. Hawley and Mr. Ray will be

14.75 on. Brokers who have dealt with Mr. Sully in the past, however, said that they had no knowledge of it.

The attitude of the creditors toward the resumption of business by Mr. Sully is expected to depend very largely on what is brought forth at to-day's hearing. If the receivers succeed in establishing a llability on the part of Messrs. Hawley and Ray it is generally believed that the creditors will accept a present settlement of 40 per cent. cash and 60 per cent. in the notes of the firm

ERIE ENGINEERS WANT MORE. They Didn't Get Last Year as Large Wage

Increases as Other Roads Gave. delegation of engineers of the Erie Railroad visited the office of the company yesterday in this city to take up the spring changes in the wage schedules. Yesterday's meeting was the first of several to be held between the men and the officers of the road. A year ago the Erie granted its engineers an increase of from 7 to 8 per cent. but as other roads granted larger amounts the Erie engineers believed that they should receive a further increase.

MONEY AND EXCHANGE.

Money on call, 11/2013/ per cent.; last loan, 11/2 per cent.; ruling price, 11/2 per cent. Time money, quoted at 3 per cent. for sixty to ninety days, 31/204 per cent. for four to six months, and 41/2 per cent. for eight to ten months. Commercial paper is quoted at 41/205 per cent. for prime single names and bills receivable; other names at 51/206 per cent. able; other names at 5½@6 per cent.

Foreign exchange to-day was quiet and featureless at the high level recently reached by it. In the fore part of the day its tone was firm with a tendency of rates to advance; in the afternoon, on the other hand, an easier tendency developed. Final quotations were practically the same as vesterday's. Posted rates were quoted at \$1.85½ for long bills and \$4.88 for short. Actual rates; Long bills 43.88 for short. Actual rates; Long bills and \$4.88 or short. Actual rates; Long bills and \$4.88 for short. Francs were quoted at 5.18½ plus 1-16 for long and 5.18½ plus 1-16 for long and 5.18½ for long and 95 5-16 for short. Guilders were quoted at 40 1-16 for long and 404½ for

for long and 95 5-16 for short. Guilders were quoted at 40 1-16 for long and 40% for short. for long and 95 5-10 for short. Guilders were quoted at 40 1-18 for long and 40% for short.

Domestic exchange on New York: Boston -Sc. discount. Chicago-10 to 20c. premium. Charleston-Banks, buying, 25c. premium. Charleston-Banks, buying, 25c. premium. Cincinnati-5c. discount. Montreal-31%c, discount to par. New Orleans-Commercial, 25c. discount; banks, 20c. premium to par. Pittsburg-25c. premium. St. Paul-Selling. 30c. premium. Minneapolis-50c. premium. Louisville-Par. Sam Francisco-\$1.60 premium. St. Louis-25c. premium.

Money in London, 3½@4 per cent. Rate of discount in open market for short and three months bills, 2½@3 per cent. Consols for money closed at 86 7-16 and for the account at 86 7-16. The Bank of England's minimum rate of discount remains unchanged at 4 per cent. The weekly statement of the bank shows the following changes: Total reserve decreased £2,026,000, circulation increased £2,20,000, bullion decreased £1,733,946, other securities increased £4,987,000, other deposits increased £92,000, notes in reserve decreased £3,000,000. Government securities increased £1,000. The proportion of the Bank of England's reserve to liabilities is now 42.15 per cent. against 49.29 per cent. last week, and compares with a decline from 47½ per cent. to 43½ per cent. in tais week last year.

Paris advices quote 3 per cents at 96 francs 13½ centimes. The weekly statement of the Bank of France shows the following changes: Notes in circulation increased 200,700,000 francs, treasury accounts current increased 14,075,000 francs, solver on hand increased 3,125,000 francs, solver on hand increased 4,125,000 francs, solver on hand increased 4,125,000 francs, solver on hand increased 8,125,000 francs, solver on hand increased 1,075,000 francs.

Berlin advices quote exchange on London 25 francs 13% per cent. 10,000 francs, 10,416,922; Sub-Treasury deb

Commercial price of bar silver in New York, 55%c. Bar silver in London closed at 25%d. Mexican silver dollars were quoted at 44c.

GOSSIP OF WALL STREET.

The technical aspects of the market yesterday satisfied those who have believed in the advance and expect it to continue that the speculative situation is very strong. After the first half hour's trading, in the course of which the few stocks that were active had shown a good deal of strength, enthusiasm for the bull side began to flag, because traders believed that the bid. because traders believed that the big bull factors were standing aloof. On the an-nouncement of the trust company failures at Boston and Cleveland the bear contingent ffered stocks down all around the room, chiefly at the expense of those who were losing out long accounts to even up for the holiday. Selling for the short account soon ceased, however, when the sellers discovered that they were losing stocks too easily, and by noon prices were back at opening figures. On the price recessions in the forencon trad-ing became dull and narrow, and while the market was dull no stocks were pressed for sale. In the afternoon activity increased on advancing prices. Traders said that it seemed easier to put stocks up than to sell them down.

It was rumored after the close yesterday that the market would get a shaking down on Saturday.

The strength of Steel preferred had a good deal to do with maintaining the "tone" of the market. The buying was thought still to be principally for the short account, but it is believed by some unprejudiced observers that there has also been good buying of the stock this week by persons having access to first hand information concerning what the corporation is doing. It was reported on the floor yesterday that 30,000 shares of the stock had been picked up in Wednesday's trading by insiders. Western houses, especially those having Pittsburg connections, were buyers on yesterday's advance. Wolf Bros. were heavy sellers again on orders supposed to come from Philadelphia. The Pittsburg selling so much commented upon

a fortnight ago is said to have almost entirely ceased. The buying yesterday was somewhat urgent at times, especially in the forenoon. The betting was 2 to 1 that the regular dividend would be declared on the preferred stock next week. The board mem-ber of a Pittsburg house that has recently sold a good deal of the stock offered to bet \$10,000 to \$5,000 that there would be no change in the dividend. The house referred to has been buying quietly this week. No large bets were reported to have been made. There were small ones on the 2 to 1 basis.

In the last few minutes of trading yesterday selling orders estimated by one broker to have aggregated 15,000 shares, all limited to 591/2, appeared in the Steel preferred crowd. That amount of stock or more was bid for at 59%, but it was very difficult to sell any at 1/2, and only a small percentage of the stock to be sold at that price was got off. Four or five different brokers claimed each sale of stock that was made in the last five minutes at $59\frac{1}{2}$, and they had to match coins to decide whom the sales should be credited to. Every bid for stock at 593; was filled ever, at 59%, the highest for the day, or at a net advance of % per cent. The general impression seems to be that the regular dividend will be declared.

The selling of Union Pacific under which the price declined to 84% in the forenoon was largely by disappointed buyers of the pre-ceding day. Brokers thought the market was let off for the purpose of getting this stock as cheaply as possible. When the selling referred to subsided the character of the buying improved. Clark, Dodge & Co. were again buyers in the afternoon. The price recovered to 86%, or to within % per cent. of the high point reached in Tuesday's trading. There was some comment on the fact that the stock seemed to be acting precisely as it did after its first violent advance

Walter Browne bought and bid up Louisville and Nashville. It was he who made a demonstration in the stock once previously this week. Traders helped him to bid the price up yesterday. As on the occasion of the stock's last previous advance, Southern Railway sympathized yesterday, being a property subject largely to the same con-

Owing to the approach of the Good Friday holiday, which naturally restricted specu-lative operations, and the observance of the Jewish Passover, the attendance on the floor of the Stock Exchange yesterday was very light. Commission business was practically nil. The trading was very largely professional.

The movement in Peoples Gas was advertised beforehand in Western circles. Chicago had it, and put its Wall Street friends aboard. The most interesting feature of the demon-stration was the ease with which the price was bid up on a comparatively light volume of trading. The transactions were mainly in lots of 100 and 200 shares. It is said that there has been an unmolested short interest in the stock for a long time, created in anticipation of an unfavorable decision from the United States Supreme Court on the Gas case. McIntyre & Marshall, G. B. Hopkins & Co., Thompson & Mairs and Griesel were prominent buyers yesterday. The stock had a maximum advance of 2½ per cent.

and closed at a net gain of 2 per cent. It was said yesterday that two houses having very good connections had borrowed quietly 10,000 shares of St. Paul between

RAILROAD EARNINGS.

Company reports for February:

1904. 1903. Changes.

Gross earnings. \$3,411,102 \$3,891,355 lnc. \$19,837

Ex., includ. taxes. 2,657,677 2,418,317 lnc. 239,360 Net carnings \$750,515 \$973,038 Dec. \$219,523 From July 1 to Feb. 29:: Gross earnings. \$33,247,288 \$32,067,471 Inc. \$1,199,817 Ex., includ. tax's 21,102,740 20,387,830 Inc. 715,410 Net earnings . \$12,161,548 \$11,680,111 Inc . \$484,407 ATLANTIC COAST LINE.
The Atlantic Coast Line Railroad Company reports for February: 1001. 1903. Changes. Gross earnings. \$1,814,948 \$1,638,398 inc. \$176,550 Oper. expenses. 1,097,723 1,070,821 inc. 26,002 Net earnings.. \$717,225 \$567,577 Inc. \$149,648 From July 1 to Feb. 29: Gross earnings. \$13,218,232 \$12,520,137 lnc. \$698,095 Oper. expenses. 8,303,231 8,387,986 Dec. 31,735 Net earnings.. \$4,912,001 \$4,182,171 Inc. \$729,830 CLEVBLAND, CINCINNATI, CRICAGO AND ST. LOUIS. The Cleveland, Cincinnati, Chicago and St. Louis Railway Company reports for February: 1904. 1903. Changes.

Gross earnings : \$1,464,807 \$1.371,470 Inc. \$93,337

Oper. expenses : 1,314,961 1,129,782 Inc. 185,219
 Net earnings
 \$140,856
 \$241,738
 Dec.
 \$91,882

 charges
 240,365
 237,348
 Inc.
 \$91,882

 pencit
 \$90,508
 sur. \$4,390
 Inc.
 \$94,892
 From July 1 to Feb. 28: Gross earnings .\$13,903,859 \$18,186,067 Inc. \$717,292 Oper. expenses . 11,255,781 10,102,071 Inc. 1,181,080

Net earnings. \$2,649,628 \$3,083,996 Dec. \$434,368 Charges......... 1,904,515 1,892,209 Inc. 12,306 Surplus...... \$745,118 \$1,191,787 Dec. \$446,674 NEW YORK, ONTARIO AND WESTERN. The New York, Ontario and Western Railway 1994. 1993. Changes. Gross carnings . \$455.321 \$538,925 Dec. \$85.001 Oper. expenses . 391,309 379,978 Inc. 12,326 Net earnings ... \$68.922 \$159,852 Dec. \$95,830 Charges ... 50,530 64,474 Dec. 7,944 \$7,392 \$95,378 Dec. \$87,986 Surplus PHORIA AND RASTERN.

The Peoria and Eastern Railway Company reports for February: 1904. 1908. Changes. \$239,239 \$219,266 Inc. \$14,033 186,071 170,118 Inc. 15,958

Net carpings \$47,168 \$49,088 Dec. \$1,925 . \$13,480 \$15,405 Dec. \$1,925 Surphis

"WHEN RELEASED" SALES. Difficulty in Belivering N. P. and Great

Northern on Time Apprehended. Some of the firms which have hitherto been dealing rather heavily in Great Northern and Northern Pacific stocks, "when

Court, and that the attorney in Montana for the defendants even informed the United States Court of the order granted in New York, but, nevertheless, proceeded as if that order were of no force and effect; the United States Court thereupon finding Heinze guilty of contempt of its own order without regard to the stay issued in the New York State court.

The order to show cause is returnable before Justice Davis on April 5.

CRACKS IN NEW BUILDING. Architect of Brooklyn Hall of Records Says There's No Danger.

The foundations of the new Hall of Records in Brooklyn have settled and great cracks have developed along the southeast corner of the structure, on the Livingston street and Boerum place sides, causing considerable uneasiness on the part of the building inspectors and others for the

ance during its construction, was seen last night. He said:

"There is positively no danger. I have examined the building very carefully. The foundations began to settle several months ago. For the last two months there has been no further settlement. Before the building is turned over to the city all these defects, which are natural to buildings of stone, will be remedied. The blocks of stone which have moved will be taken out and refitted and the building will be put in perfect condition."

The International Banking Corporation has arranged to send \$250,000 in gold to Argentina to-day. This is the first shipment of gold to South America in a fortnight and is said to represent payment for wheat and ther Argentine products exported to Europe. This shipment will make a total of \$2,750,000 therefore and construction will begin very shortly.

The International Banking Corporation has arranged to send \$250,000 in gold to Argentina to-day. This is the first shipment of gold to South America in a fortnight and is said to represent payment for wheat and ther Argentine March 1.

The Maiden Lane Savings Bank has announced that it will pay to depositors interest at the rate of 4 per cent, a year on July 1.

are issued in a series and bear interest at 5 per cent. The heavy volume of traffic 5 per cent. The heavy volume of traffic which the Mobile and Ohio, in common with other roads in its territory, has been called upon to handle for a year or more rendered it imperative that the road should secure new equipment. The roads in the South have been showing big earnings from a traffic which has increased even over the heavy traffic of 1903.

Gates in New Rice Growers' Association. HOUSTON, Tex., March 31.-John W. liates is the main factor in the National Association of Rice Growers which was formed here to-day. Mr. Gates subscribed \$750,000 of the \$1,500,000 capital, the bulk of the remainder being taken by Texas and Louisiana rice growers. Gustav A. Jahn of New York, is also a large subscriber.

Accident to the 20th Century Limited. CLEVELAND, Ohio, March 31 .- The westbound Twentieth Century limited on the Lake Shore road collided with a switch engine in the Cleveland yards to-day and its engineer, Joseph Polite, was seriously injured. None of the passengers was hurt

Business Troubles.

Two judgments aggregating \$1,296 were entered yesterday against the American Wood Column Company of 318 East Seventy-fifth street in favor of J. S. Barron & Co., and exestreet in favor of J. S. Barron & Co., and execution was issued on one of them for \$680 to Deputy Sheriff Altman. The company was incorporated in June, 1903, with a capital stock of \$100,000, of which it was said \$5,000 was paid in cash, to manufacture wood columns under a new process. Robert A. Boolitth hecame the president. It is said that he is an officer of the Federal Bank.

A judgment for \$4,050 was entered yesterday against Edgar R. Jackson, who had an office in the Flatiron Building, at Broadway and Twenty-third street, in favor of Maurice B. Ault on a hote for \$4,000, dated Jan. 12, 1904, payable one month after date, which was not paid at maturity.

DAILY TREASURY STATEMENT. WASHINGTON, March 31.—The cash statement of the receipts and expenditures of the treasury thows: This day. This month. Fiscal year.

\$1,878.558 \$44,761,499 \$410,082,748
966,000 41,801,000 402,230,935 \$912,558 \$2,960,499 \$7.842,813

Surplus . 2012,058 \$2,000,400 \$7.012.010

The receipts from customs to day were \$811.385, from internal revenue, \$576,208; miscellaneous, \$490,065. National bank notes received for redemption, \$900,046.

The cash statement of the United States Treasurer for March 31 shows: RESERVE FUND. Gold coln TRUST FUND. Gold coin and bullion.
Standard sliver dollars.
Sliver certificates.
Sliver bullion.
United States notes.
National bank notes.
Subsidiary sliver and minor coin. GENERAL FUND. \$97,947,200 9,667,892 7,188,745 1,714,767 5,226,258 10,104,982 12,596,528 \$144,446,372 167,717,355 22,815 \$223,042,348

Court Calendars This Day. Appellate Division—Supreme Court.—Recess.
Supreme Court.—Special Term.—Part I.—Adjourned until Monday, April 4, 1904. Part II.—Ex. parte matters. Part III.—No day calendar.
Parts IV. V. and VI.—Adjourned for the term.
Trial Term.—Parts II., III., IV., V. VI., VIII., IX., X., XII., XII. and XIII.—Adjourned for the PUBLIC NOTICES.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.—In the matter of the application of the Ecard of Rapid Transit Railroad Commissioners for the City of New York, for the appointment of three Commissioners to determine whether a rapid fransit railway or railways for the conveyance and transportation of persons and property, as determined by said Board, ought to be constructed and operated: Westchester Avenue Extension.

ern and Northern Pacific stocks, "when released," in the curb market, came to the conclusion yesterday that it might be wise to curtail such trading, on account of the possible difficulty of delivering such stocks to buyers who should demand them immediately after the liquidation of the Northern Securities Company. The rise of 2 points to 134 in Northern Pacific yesterday was thought by some of the curb brokers to represent an attempt on the part of previous sellers of the stock to cover their "when released" contracts.

A number of houses in question based their market operations on sales of Northern Securities in London against them. Figuring Northern Pacific at \$115 a share, on the accepted basis of the distribution of Northern Securities assets, there was an apparent profit of several points in such transactions. These houses came to the conclusion, however, that if the buyers of Northern Pacific here demanded their stock before they could actually get it in hand, as was the case in the San Francisco Street Railway bonds, where the bonds were shipped to San Francisco and could not be obtained in the correct of the said court by the said Board of the said Curt by the said Board and described in the report of the said San Francisco other they could actually get it in hand, as was the case in the San Francisco Street Railway bonds, where the bonds were shipped to San Francisco and could not be obtained in the curtain of the said curtain the content of the said and previous and in addition thereto such other papers accompanying the same and of the said curtain the content of the said said railway or railway forms part of the said curtain the content of the said curt

swer, that if the buyers of Northern Pacific here demanded their stock before they could actually get it in hand, as was the case in the San Francisco Street Railway bonds, where the bonds were shipped to San Francisco and could not be obtained in this city, it might be extremely difficult to borrow Northern Pacific, except at exorbitant prices, for delivery.

COPPER CONTEMPTS.

COPPER CONTEMPTS.

COPPER CONTEMPTS.

COPPER CONTEMPTS.

Pifty-eight Variety of Heinze Litigation Now.

**The United States Court in Montana having fined F. A. Heinze \$20,000 for contempt for violating its order stopping work in the Michael Davitt and other mines, Heinze has obtained from Justice McCall of the New York State Supreme Court an order directing E. Rollins Morse and William G. Rockefeller to show cause why they should not be punished here for contempt for violating an injunction order granted on March 21 in the New York State Supreme Court, which purporting, as well, to stay the contempt proceedings in the United States Court went on in defiance of the order of the New York State Supreme Court, and that the actorney in Montana for the defendants even informed the United States Court went on in defiance of the order of the New York State Supreme Court, and that the proceedings in the United States Court went on in defiance of the order of the New York State Supreme Court, and that the proceedings in the United States Court went on in defiance of the order of the New York State Supreme Court, and that the actorney in Montana for the defendants even informed the United States Court of the order granted in New York, but, nevertheless, proceeded as if that order were of no force and effect, the United States Court thereupon finding Heinze guilty of contempt of its own order without regard to the s'ay issued in the York State Court.

The Creater to show cause is returnable be re Justice Davis on April 5.

FINANCIAL. \$75,000 OR ANY PART thereof wanted to purchase 7% glit-edged securities that will stand the closest investigation; none but parties having money to invest need apply. Box 1325, New York.

FINANCIAL NOTES.

Members of the Western Maryland and Members of the Western Maryland and West Virginia Central syndicate made yester-day a further payment of 10 per cent, on their subscriptions to the syndicate. The Western Maryland and West Virginia syndi-cate is building on behalf of the Gould in-terests the line from Cumberland to Cherry Kun which will connect the Western Mary-land and the West Virginia Central Railroad. safety of that part of the building.

The defacement of the building by the huge cracks in the masonry gave rise to the question as to whether the city or the builders would be the losers and as to whether the structure was safe. Architect R. L. Daus, who drew the plans for the building and who has been in daily attendance during its construction, was seen last night. He said:

"There is positively no danger. I have the building the building very carefully. The safety of the building were and construction will connect at Youngstown with the Pittsburg and Lake Erie. The officers of the new road include William Kenefick of Kansas City, president; John B. Carter of Pittsburg, chief engineer. The right of way is practically secured and construction will begin very shortly.

Mendham Bros., Gates & Co. and Provost Bros. were the principals in the demonstration made in Chesapeake and Ohio.

The London Stock Exchange will be closed to-day, to-morrow and on Monday.

Owing to the approach of the Co. of the National Surety Company yesterday the officers were instructed to make the neces-sary arrangements to have the charter amended to permit the company to engage in other lines of insurance business.

DIVIDEND DECLARATIONS.

Company and term. Warren Rallroad	Stock.	Amt. 314	Payable. April 15
Delaware, Lackawanna and Western, quarterly New York and New Jersey	******	134	April 20
Telephone, quarterly	and the same	116	April 15
Gallatin National Bank		6	April 6

MARINE INTELLIGENCE. MINIATURE ALMANAC-THIS DAY. Sun rises......5:46 Sun sets.....6:23 Moon rises.. 7:59 HIGH WATER—THIS DAY. Sandy Hook . 8:05 , Gov. I'd.......8:37 | Hell Gate ... 10:30 Arrived-THURSDAY, March 31.

SS Deutschland, Hamburg, March 31.
SS Armenian, Liverpool, March 19.
SS Sikh, Yokohama, Nov. 29.
SS Caribbee, Surinam, March 14.
SS City of Macon, Savannah, March 28.
SS Monroe, Norfolk, March 30.
SS Tallahassee, Boston, March 30.
SS Navalue, Georgetown, S. C., March 24.
SS H. M. Whitney, Boston, March 30.
Bark Sunny, Montevideo, Jan. 31.

ARRIVED OUT. Ss La Savoie, from New York at Havre. Ss Cedric, from New York at Queenstown SAILED FROM FOREIGN PORTS.

Ss Teutonic, from Queenstown for New York.

Sail To-day. Mails

12 00 M

Orizaba, Nassau... Rio Grande, Brunswick... Iroquois, Charleston.... Monroe, Norfolk... Sail To-morrou Trinidad, Bermuda.
Trople, Argentina.
Caracas, La Guayra.
Attal, Jamaica.
Adirondack, Hayti.
Morro Castle, Havana.
Fashoda, Matanzas.
El Norte, Galveston.
Princess Anne, Norfolk...
El Rio, New Orleans...
San Jacinto, Galveston.
Huron, Charleston...
Sail Mondo. Sait Monday, April 4.

Jefferson, Norfolk...

Palatia, Naples.... INCOMING STEAMSHIPS. Volund
Prinzess Alice
Prinzess Alice
Patricia.
Citta di Napoli.
El Alba.
Alamo.
City of Augusta.
Oranje Nassau.
United States
Sloterdyk.
Algera. . Havana. Plymouth... Naples.... New Orleans. Galveston . . . Savannah . . . Hayti Christiansand Rotterdam . . speranza. Liverpool. Havre Gibraltar... Boulados... Lucania.... La Touraine Due Sunday, Aprû 8.
Naples....
Para.
Galvesten Horatio.....
El Siglo....
Manuel Calvo....
Coamo Due Monday, April 4. Rotterdam. Havre.....

Due Tuesday, April 5.

Georgic.... Jersey City. Comus....

Kaiser Wilhelm II.

OCEAN STEAMERS.



by taking the Cruise on the PALATIAL TWIN SCREW S. S. Prinzessin Victoria Luise.

I. CRUISE leaves N. Y. Sept. 15, 1904, for Hamburg, then to Dover, Lisbon, Gibraltar, Villefranche, Genoa, Athens, Constantinople, Jaffa, Port Said, Ismailla, Bombay (18 days for overland trip to Calcutta), Colombo, Calcutta, Singapore, Manila, Hong Kong, Shanghai, Tsingtau, Nagasaki, Hlogo (optional overland trip to Yokohama, Yokohama, Honolulu, Hllo, and San Francisco, and by special train to New York.

II. CRUISE Leaves San Francisco Jan. 24, 1905 The itinerary arranged is the same as the first cruise in reversed order. Duration 4½ months. Cost, \$1,500 upward, including principal side trips and railroad transportation across American continent, Steamer always your home. No delays—waiting for connections. No customs examinations en route. No packing and unpacking of trunks.

Success assured. Ports of call not af-fected by hostilities in the East. For further particulars apply Hamburg-American Line. 35-37 Broadway, N. Y.

Hamburg-American.

Semi-weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
THE GREAT OCEAN FLYER, S. S. Deutschland

68612 ft. long-2312 knots average speed. Salls Apr. 7, May 12, June 9, July 7. Salis Apr. 7, 39 AM [Columbia, Apr. 21, 10 AM *Deutschl'd, Apr. 2, 630 AM [Columbia, Apr. 21, 10 AM *Deutschl'd, Apr. 7, 11 AM | Pretorla. Apr. 23, 11 AM Patricla Apr. 9, 12:30 PM **Bluecher, Apr. 28, 10 AM Belgravia . April 16, 4 PM | Waldersee, Apr. 30, 5 AM **Grill Room and † Gymnasium on board.

Mediterranean Service.

New York—Naples—Genoa. By Superb New Twin-Screw Steamers Cabin, \$50, \$60, \$75, Upward, SELECT SUMMER CRUISES

TO NORWAY AND SPITZBERGEN. NORWAY, SWEDEN, RUSSIA, DENMARK AND GERMANY SEASIDE RESORTS OF EUROPE

NORTH GERMAN LLOYD S. S. CO.

FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMET.
Wm. 11-Apr. 12, 1 PM | K. Wm. 11-May 17, 7 AM
aser. Apr. 26, 10 AM | Kaiser. May 24, 10 AM
roaprinz, May 3, 8 AM | Kronprinz, May 11, 7 AM
OELRICHS & CO., 5 BROADWAY, N. Y. PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE,
Room No. 207, Stewart Building, No. 220 Broadway.
New York, March 30, 1904.
TO CONTRACTORS.
Bids or proposals for doing the work and furnishing the materials called for in the approved forms of contract, in accordance with the original specifications, row on the in the office of the Aqueduct Commissioners for the completion of the contract entered into the 10th day of May, 1901, by and between the City of New York and Williams specifications, how on hie in the office of the Aqueduct. Commissioners for the completion of the
contract entered into the 10th day of May, 1901,
by and between the City of New York and Williams
& Gerstle for building the Muscoot Dam, on Croton
Hiver, at Muscoot Mountale, in the Towns of
Soiners and Eedford, Westchester County, New
York, declared abandoned by the Aqueduct Commissioners under Clause P of the contract on
Pebruary 18, 1904, will be received at this office
until Tucsday, April 19, 1904, at 12 o'clock noon,
and they will be publicly opened by the Aqueduct
Commissioners as soon thereafter as possible,
and the award of the contract for doing said work
and furnishing said materials will be made by said
Commissioners as soon thereafter as practicable.
Blank forms of said approved contract and the
specifications thereof, and bids or proposals and
proper envelopes for their enclosure, form of bonds
and all other information can be obtained at the
above office of the Aqueduct Commissioners on
application to the Secretary.

For further particulars see City Record, published
at No. 2 City Hall.
By order of the Aqueduct Commissioners.

WILLIAM H. TEN EYCK, President.

HARRY W. WALKER, Secretary.

AQUEDUCT COMMISSIONERS' OFFICE,
Room 207, Stewart Building, No. 280 Broadway.

New York, March 30, 1908.

Elds or proposals for doing the work and furnishing the materials called for in the approved
forms of contract now on file in the office of the
Aqueduct Commissioners for constructing a drainage and blow-oif pipe line and appurtenances from
Gate House No. 6, of Jerome Park Reservoir, to
East 192d street and Davidson Avenue, in the
Borough of The Bronx, the City of New York, will be
received at this office until Tuesday, April 19, 1904,
at 12 o'clock noon, and they will be publicly opened
by the Aqueduct Commissioners as soon thereafter as
possible, and the award of the contract for doing
the work and furnishing said materials will be
made by said Commissioners as soon thereafter as
practicable.

made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contract and the specifications thereof, and bids or proposals and proper envelopes fortheir enclosure, form of bonds and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.

For further particulars see City Record, published at No. 2 City Hall.

By order of the Aqueduct Commissioners.

WILLIAM H. TEN EYCK, President.

HARRY W. WALKER, Secretary.

FORT HANCOCK, N. J., Apr. 1, 1904—Sealed proposals for construction, wiring, heating, plumbing of 4 Mess Halls, Additions to Barracks; construction, plumbing of 1 Double set N. C. S. Officers' Quarters; construction, wiring of 1 Fire Engine House; construction, wiring of 1 Ordnance Storehouse here will be received until 2 P. M. Apr. 30, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all proposals. Envelopes should be marked "Proposals for Public Buildings," addressed ABE S. BICK-HAM, Capt., Q. M.

FORT HANCOCK, N. J., Apr. 1, 1904.—Sealed proposals for constructing Macadamized Road here will be received until 2 P. M. Apr. 30, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all proposals. Envelopes should be marked "Proposals for Constructing Macadamized Road," addressed ABE S. BICKHAM, Capt., Q. M.

FINANCIAL.

\$5,000 TO \$75,000 WANTED for investment in 79 glit-edged safe securities that will stand the clos est investigation; none but those having money to invest need apply. Box 1325, New York. SUB-TREASURY TRANSACTIONS WEDNESDAY Paid by Sub-Treasury to banks. Paid by banks to Sub-Treasury Loss to banks on day's transactions.. \$298,000 BINCE PRIDAY LAST.
Paid by Sub-Treasury to banks....
Paid by banks to Sub-Treasury....

Loss to banks. Loss to banks same period previous week. Live Stock Market.

THURBDAY, March 31.

No receipts of beeves: a few dry cows sold at \$1.3714,\$33.25 per 100 lbs. Dressed beef steady: city dressed native sides, 614,858.50 per lb. Cables last received quoted American steers at 914,\$11c., dressed weight; refrigerator beef at 714,\$6c. per lb. No exports reported for to-day or to-morrow.

Receipts of calves, all for the market, were 719 head. Veals rated firm; about 150 calves unsold. Veals sold at \$14,\$5 per 100 lbs., not including small bunches at \$1.214,\$26,\$12.50 City dressed veals, \$26,2124c. per lb.

Receipts of sheep and lambs, all for the market, were 940 head; 11 cars on sale all told. Sheep were almost nominal; lambs, 156,25c. lower. The pens were cleared of all early arrivals. Lambs sold at \$5.50.856.5714 per 100 lbs.; one car at \$4.50; a small bunch of clipped at \$5.50. Dressed mutton, 6 &8c. per lb.; dressed lambs, 81,40 loc.

Receipts of hors were 2,298 head; 78 head on sale alive. No sake reported.

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORTLAND STREETS. EFThe leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.
7:55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.

ing Cars. For Chicago, Indianapolis and Louisville.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleepling. Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleepling. Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville, Indianapolis, Chicago, St. Louis. Dining Car.

4:55 P. M. CHICAGO LIMITED.—Pullman Sleepling, Smoking, and Observation Cars. For Chicago, Toledo, and Cleveland. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For Pittaburg, Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Gary, W. Va. (via Shenandoal Valley Route). Dining Car. For Gary, W. Valley Route).

5:55 P. M. WESTERN EXPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.

7:55 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo, and Chicago. For Knoaville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati,

PRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, and St. Louis. 9:85 P. M. PITTSBURG SPECIAL.—Daily for Pitts-burg. Disting Co. rg. Dining Car.
WASHINGTON AND THE SOUTH.
WASHINGTON AND THE SOUTH. 7:55, 8:25, 9:25, 10:10 (Desbrosses and Cortlandt Streets 10:20), 10:55 a. m., 12:55, 2:10 (Desbrosses and Cortlandt Streets 10:20), 8:25, "Congressional Limited," all parlor and Dining Cars), 3:25, 4:25, 4:25 (Desbrosses and Cortlandt Streets 5:10), 9:25 p. m., 12:10 night. Sunday, 8:25, 79:25, 10:55 a. m., 12:55 (3:25 "Congressional Limited," all Parlor and Dining Cars), 3:25, 4:25, 4:25 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., brosses and Cortlandt Streets 5:15), 9:25 p. m.,
2:10 night.

SOUTHERN RAILWAY.—Express, 12:55, 3:25, 4:25
p. m., 12:10 night daily. "Southern Palm
Limited," 12:40 p. m. week-days.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and
9:25 p. m. daily. "New York and Florida Special,"
2:10 p. m. week-days.

SEABOARD AIR LINE RAILWAY.—Express, 12:55
p. m. and 12:10 night daily. "Seaboard Florida
Limited," 12:55 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For
Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:35 a. m.

week-days and 4:55 p. m. daily.

7:55 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m., and 2:55 p. m. weekdays. Sundays, 7:55 a. m. Through Vestibuled

Trains. Buffet Parlov Cars and Standard Coaches
on week-days. Parlor Smoking Car, Parlor
Cars, Dluing Car and Standard Coaches
on week-days.—12:55 p. m. week-days.

on week-days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BHANCH, ASBURY PARK. (Interlaken Sundays), Ocean Grove and Point Pleasant (From West Twenty-third street Station), 8:55 a. m., 12:25, 3:25, 4:55 p. m., and 12:10 night week-days. Sundays, 12:10, 9:25 a. m., and 4:35 p. m. From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, *7:55, 8:25, 8:25, *9:25 (9:55 St. Louis Limited), *10:26 (Penna Limited), *10:25, 11:35 a. m., *12:55, 1:55, 2:10 (Desbrosses and Cortlandt streets 10:20, *10:25 (Penna Limited), *10:55, 11:35 a. m., *12:55, 1:55, 2:10 (Desbrosses and Cortlandt streets 12:00, 2:55, *3:25, *3:25, *4:25, *4:25 (*4:35 Chicago Limited for North Philadelphia only), *5:55, 8:55, *5:55, *

OCEAN STEAMERS.



Certainly, sometimes the way of the tourist abroad is easy and pleasant, but not always. Let us insure the smoothness of your trip. A bunch of tickets or a membership in one of our tours will guarantee you the cheapest

nd of travel insurance.

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ATLANTIC TRANSPORT LINE.

GED STAR LINE.

NEW YORK—ANTWERP—PARIS.
Salling Saturdays, 10:30 A. M., Pier 16 N. R.
mland Apr. 2 Kroonland. Apr. 16
deriand Apr. 9 Zecland. Apr. 25 WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL, Sailing Wednesdays and Fridays, Pier 48, N. R. Decanie, Apr. 6, 10 AM Cedric, Apr. 20, 8 AM reutonic, Apr. 13, 10 AM Majestic, Apr. 27, 10 AM Celtic, Apr. 15, 5 PM Arabic, Apr. 29, 5 PM

Passenger Offices, 9 Broadway. Freight Offices, 1 and 73 Broadway. CANADIAN PACIFIC RAILWAY.

Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands.

Emp. of Japan. Apr. 11 | R. M. S. Athenian June 6

Emp. of China . May 2 | Emp. of Japan. June 18

Emp. of India . May 23 | R. M. S. Tariar. June 27

Hawaiian, Fiji Islands, Australia and New Zealand.

CUNARD LINE To Liverpool via Queenstown Etruria. Apr. 2, 7 A M | Campania Apr. 23, 10 A M | Lucania. Apr. 9, 10 A M | Etruria. Apr. 30, 6 A M | Lucania. May 7, 10 A M | Mediterranean Service. Slavonia Apr. 26, Noon Slavonia June 7, Noon Ultonia May 24, Noon Pannonia June 21, Noon From Piers 81-52, North River Apply 29 Broadway, New York. VERNON H. BROWN, General Agent.

HOLLAND-AMERICA LINE New Twin-Screw Steamers of 12,500 Tons. NEW YORK—ROTTERDAM via BOULOGNE. Sailing Tuesdays at 10 A. M. Potsdam Apr. 25 Noordam Apr. 26 Rotterdam Apr. 12 Potsdam May it Hyndam Will call at Plymouth May it Will call at Plymouth Holland-America Line, 39 B'way, N. Y.

For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West. Freight and passenger steamers sail from Pler 26, N. R., foot Beach st., every week day, at 3 P. M. H. B. WALKER, Vice-President & Tramo Manager. STEAMBOATS.

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PALL RIVER LINE, via Newport and Pail River.
Leave Pier 10, N. R., foot of Warren St., week days only at 5:00 P. M. Steamers FLYMOUTH and PILGRIM. Orchestra on each.
NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week days only at, 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CITY OF LOWELL and CITY OF WORCESTER.

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RAILROADS, NEWYORK

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE.

THE FOUR-TRACK TRUNK LINE.

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Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:

North and westbound trains, except those leaving at 8:30, 11:30 A. M., 2:45, 3:20, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10 A. M.—YMIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.54 A. M.—YMIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

8.30 A. M.—SYRACUSE LOCAL.—Stops at all important stat one.

8.30 A. M.—1EMPIRE STATE EXPRESS.—Bue Buffalo 4:45. Niagara Falls 5:35 P. M.

8.45 A.M.—FAST MAIL.—24 hours to Chicago Due Buffalo 7:10. Niagara Falls 8:37.

10.30 A. M.—1DAY EXPRESS.—For Albany and Troy. Local stops.

11.30 A. M.—1OCAL EXPRESS.—For Albany and Troy. Local stops.

12.50 P. M.—SOUTHWESTIERN LIMITED.—Due Cinclinnat 10:39. Indianapolis 11:30 A. M., St. Louis 6:5 P. M. next day.

1.00 P. M.—CHICAGO LIMITED.—4 hours to Chicago via Michigan Central and Lake Shore Italiroad. Troy 7:05 P. M.

2.45 P. M.—Tie 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. Electric light and fains.

2.45 P. M.—ALBANY AND TROY FLYER.—Due Albany 8:40, Troy 7:05 P. M.

3.40 P. M.—ALBANY EXPRESS.—Local Stops.

3.40 P. M.—*ALBANY EXPRESS.—Local
4.00 P. M.—*DETROIT, GRAND RAPIDS and
CHICAGO SPECIAL, 24 hours to Chicago
VIA Michigan Central.

5.30 P. M.—*LAKE SHORE LIMITED.—234hour train to Chicago. All Pullman cara.
Due Cleveland 7:05 A. M., Cincinnati 1:30,
indianapolis 3:10. Chicago 4:30, 54. Louis
9:45 P. M. next day.
6.00 P. M.—*WESTERN EXPRESS.—28 hours
to Chicago via both L. S. and M. C.
7.00 P. M.—*MONTREAL EXPRESS.—VIA D.
4 H. or Rutland.
7.30 EXPRESS.
8.00 P. M.—*BUFFALO AND TORONTO
SPECIAL.
9.20 P. M.—*SOUTHWESTERN SPECIAL.
9.20 P. M.—*SOUTHWESTERN SPECIAL.

9.20 P. M.—*SOUTHWESTERN SPECIAL

9.30 P. M.—*PACIFIC EXPRESS.—Chloago 31 hours by M. C., 38 hours by L. S.

11.30 P. M.—*CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Burfalo, Detroit, Chicago and St. Louis.

*Dally. *Except Sunday. *Except Monday.

HARLEM DIVISION.

9:06 A. M. and 3:35 P. M. dally except Sunday to Pittsfield and North Adams. Sundays at 9:20 A. M. Pullman cars on all through trains.

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WEST SHORE R. R. (New York Central & Hudson River R. R., lessee.)
Trains leave Franklin St. Station, New York, as
follows, and 15 min. later foot West 42d at., N. R.;
'7:60 A.M.—For intermediate points to Albany.
'11:20 A.M.—OI Hudson and Mohawk Express.
'1:00 P.M.—Cont. Lim. for Detroit, Chl. & St. Louis.
'3:45 P.M.—Cont. Lim. for Detroit, Chl. & St. Louis.
'3:45 P.M.—Cor. Lim. for Detroit & Albany.
'6:00 P.M.—For Roch., Burfalo, Cleve'd & Chicago.
'8:00 P.M.—For Syra., Roch., Niag. Falls, Det. & Chl.
'Dally. '1Dally, except Sunday. Leave Brooklyn Annex (I) at 10:45 A. M. (2) at 72:45 P.M. Leave
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(2) at 13:35 P. M. Time tables at principal hotels.
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From Grand Central Statios.

Leave.

\$8:00 A.M. Hartford and Williamatte.

\$9:02 A.M. Springfield and Worcester \$2:00 P.M.

\$10:00 A.M. Mew London and Providence \$2:00 P.M.

\$10:00 A.M. New London and Providence \$2:00 P.M.

\$10:00 P.M. New London and Providence \$2:00 P.M.

\$2:00 P.M. Springfield and Worcester \$2:00 P.M.

\$1:00 P.M. Springfield and Providence \$2:00 P.M.

\$1:00 P.M. New London and Providence \$2:00 P.M.

\$2:00 P.M. Hartford and Williamatte \$2:00 P.M.

\$3:00 P.M. New London and Providence \$2:00 P.M.

\$3:00 P.M. New London and Providence \$2:00 P.M.

\$3:00 P.M. Springfield and Worcester \$2:40 P.M.

\$5:01 P.M. New London and Providence \$2:00 P.M.

\$5:01 P.M. New London and Providence \$2:00 P.M.

\$11:00 P.M. Springfield and Worcester \$2:44 A.M.

\$11:00 P.M. Springfield and Providence \$2:00 P.M.

\$11:00 P.M. Springfield and Worcester \$2:44 A.M.

\$11:00 P.M. Springfield and Worcester \$2:45 A.M.

\$11:00 P.M. Springfield and Worcester

READING SYSTEM.

READING SYSIEM.

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (Time from South Ferry Street and South Ferry (Time from South Ferry five minutes earlier than shown below.)

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24.00 (7:16 Easton only).

9:10 A. M., 1:20, 4:40, 5:00 (5:46 Easton only).

9:10 A. M., 1:20, 4:40, 5:00 (5:46 Easton only).

WILKESBARRE AND SCRANTON—24.00, 9:10

A. M., 6:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.

LAKEWOOD, LAKEHURST, TOMS RIVER.

AND BARNEGAT—24:00, 9:40 A. M., 1:30

(3:40 Lakewood and Lakehurst only), 4:10, a5:00

P. M. (6:07 P. M. Saturdays), Sundays, 24:06 A. M.

ATLANTIC CITY—19:40 A. M., 1:3:40 P. M.

VINEE, AND AND BRIDGETON—12:4:00 A. M., 1:3:40 P. M.

only. Via Tamaqua. xSaturdays. aExcept Saturdays.
Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 167, 201, 434, 1300, 1354 Broadway, 187 Fish Av., 25 Union Square West, 155 East 12th St., 272 West 125th St., 245 Columbus Av., New York; 4 Court St., 344, 806 Fulton St., B'klyn; 886 B'way, Wimsburg. N. Y. Transfer Co. calls for and checks baggage to destination.
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Balto.-Washington. 18:25 AM 18:23 AM Buffet
Balto.-Washington. 18:25 AM 11:35 AM Diner
Balto.-Washington. 18:25 PM 10:30 AM Diner
Balto.-Washington. 12:35 PM 10:30 PM Diner
Halto.-Washington. 12:35 PM 2:30 PM Diner
Halto.-Washington. 12:35 PM 2:30 PM Diner
Balto.-Washington. 12:35 PM 2:30 PM Biner
Balto.-Washington. 12:30 nt. 12:15 nt. Sleepers
Dally. Dally. except Sunday. Sunday only.
Offices: Liberty St. Ferry. South Ferry. 6 Astor
House. 167, 201, 434, 1300, 1354 Broadway. 182 Fifth
Av., 25 Unlon Square West, 153 East 125th St., 273
West 125th St., 245 Columbus Av., New York: 4
Court St., 344, 500 Fulton St., Broadkyn. 300 Broadway, Williamsburg. New York Transfer Co. calls for
and checks baggage to destination.

BALTIMORE AND ONIO RAILROAD

Lv. New York City, South Ferry. Liberty St.
Chicago, Pittsburg. 12:10 nt. 12:15 nt.
Chicago, Columbus. 12:35 pm. 1:00 pm. Diner
Pittsburg. Cleveland 13:35 pm. 1:00 pm. Diner
Pittsburg. Cleveland 13:35 pm. 1:340 pm. Lim'd
"Pittsburg Limited" 16:55 pm. 7:00 pm. Buffet
Cincinnati. St. Louis'12:10 nt. 12:15 nt. Sleeper
Cincinnati. St. Louis' 10:25 pm. 1:090 am. Diner
Cincinnati. St. Louis' 10:25 pm. 1:000 pm. Buffet
Cincinnati. St. Louis' 10:25 pm. 1:000 pm. Buffet
Cincinnati. St. Louis' 10:25 pm. 1:000 pm. Buffet
Cincinnati. St. Louis' 10:25 pm. 1:000 pm. Diner
Offices: 167, 261, 434, 1900 Broadway, 6, After
House, 108 Greenwich St., 25 Union Square W. M.
Grand St., N. Y.: 348 Fulton Street, Brooklyn:
South Ferry and Liberty Street. Baggage chasted
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EHICH VALLEY Foot of West 23d A. Cortlandt and Desbrosses Sts. B. Daily. † Except Sunday. Sunday changes, dis.45. e8.00. n5.45. z5.45.

Mauch Chunk Local Mauch Chunk Local 75.55 AN 17.00 AE Buffalo Express 97.55 AN 10.25 THE BUFFALO TRAIN

7.85 PM ** 9.00 PM
Tickers and Pullman accommodations at 167, 281, PM,
255, 1234 and 1336 Breadway, 182 5th Ave., 25 Union Square
West_245 Columbus Ave., N. Y.; 846 Fulton St., 4 Court
St., 260 Breadway, and Ft. Fulton St., Brooklyn.

N. Y. Transfer Co. will call for and check baggage.

Lackawanna Railroad.

Leave New York, foot Barelay and Christopher Sis18:00 A.M.—For Burlain, Coleage and St. Louis.
19:00 A.M.—For Burlain, Coleage and St. Louis.
19:00 P.M.—For Burlain and Chicago.
19:00 P.M.—For Burlain and Chicago.
19:00 P.M.—For Burlain and Chicago.
19:10 A.M.—For Uffica, Oswego, Ithaca, Burlain,
20:00 A.M.—For Chicago—Sleepers open at P. M.
Tickets, 167, 429, 1183, 1434 Broadway, N. Y.; 338
Putton st., Brooklyn. Daily, Except Sunda).